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FROM
SATURDAY, 1st Aug., 08.
(until further notice)
On all MILLINERY GOODS.
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The China Mail.

ESTABLISHED 1845

No. 14,176.

號七十月九年八零百九千一英

HONGKONG, THURSDAY, SEPTEMBER 17, 1908.

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SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & Co., Ltd.
Hongkong, May 1, 1907.

EPISCOPAL JURISDICTION IN CHINA.

The following Concordat has been published by the N.C. Daily News relating to episcopal jurisdiction in certain portions of China.

In the matter of Episcopal Jurisdiction in China the following persons were agreed upon by the Bishops undersigned as a Concordat between them, in London, on July 28, 1908.

1.—That, for the better development of the missionary work of the Anglican Church in China, and for the convenience of diocesan organization, the Province of Kiangsu, Anhui and Hupui, and those parts of the Province of Hunan and Kiangsi which lie north of Lat. 28° N., are recognized as the sphere of episcopal jurisdiction of the American Bishops, and the Province of Chekiang as that of the English Bishop.

2.—That the English Church agrees to put its work already existing within the American area above described, in future to be developed there, under the care of the American Bishops, both English and Chinese clergy to be licensed by them; it being understood that no further control of this work, is to be exercised by the American Bishops than has hitherto been exercised by the English Bishops.

3.—That the English Church will find a suitable sphere for the expansion of its missionary work under its own Bishops in those parts of Hunan and Kiangsi south of Lat. 28° N., which are at present unoccupied, and in the Province further to the South and West.

4.—In the case of the congregation of St. Paul's Church, Shanghai, it shall be under the jurisdiction of the American Bishop, but shall be at liberty (1) to retain the Prayer Book it has hitherto used, until a General Synod for China authorizes a Common Prayer Book; (2) to select its own pastor, subject to the approval of the Bishop, and (3) to manage its own affairs as in the past.

5.—That all congregations of English Church people, ministered to by English clergy, throughout the whole area, both those already existing and those in future to be organized, shall be under the jurisdiction of the English Bishop, who shall be called "Bishop in Chekiang, with jurisdiction over English congregations in Mid China," or, for shortness, "English Bishop in Mid-China."

6.—That the jurisdiction over English congregations in Mid-China be not given a diocesan character, but considered a collection of English congregations on foreign soil, of which Holy Trinity Cathedral is the chief; but that the Bishop may appoint Chaplains and a registrar.

7.—That the Church of the Holy Trinity, Shanghai, having, through the Episcopalate of two English Bishops, been termed Cathedral, shall retain the title in the form "Holy Trinity Cathedral"; but that there be no ceremony of enthronement, and that no chapter be constituted nor cathedral dignitaries appointed.

8.—That nothing in this agreement shall prevent the Church Missionary Society from maintaining, as heretofore, a Secretary and Office at Shanghai for its mission in Chekiang.

9.—That the trust deed of the Anglo-Chinese School in Range Road, Shanghai, shall remain unaltered; but on the next vacancy of the post of missionary trustee, the remaining trustees shall be asked to appoint a C.M.S. missionary working in Kiangsu.

10.—That the Bishop in Chekiang shall establish his Cathedral within, and appoint his diocesan officers for the Province of Chekiang.

11.—That this agreement shall come into operation on January 1, 1909.

(Signed)
P. R. GRAY,
Bishop of Shanghai.
HENRY J. MOLLOY,
Bishop in Mid-China.
L. H. R. 1908,
Bishop of Hankow.

Approved
Mandarin
July 31, 1908.
DANIEL S. TURNER,
Presiding Bishop.

Lambeth, August 1, 1908.

Business Notices.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS.

FOUNDERS & BOILERMAKERS.

RIVER STEAMERS, TUGS, MOTOR BOATS

HIGH-SPEED AND SHALLOW-DRAFT VESSELS A SPECIALTY

ESTIMATES FOR ALL IRON AND STEEL WORK

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'GOLD SEAL'

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SANITARY MILK in which Gail Borden was the pioneer. A fact worthy of your

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CONNELL BROS. COMPANY, Sole Importers.

Hongkong, July 14, 1908.

THE SINCERE CO.

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Drapery, Silks, Watches, Clocks, Crockery, Ironmongery.

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Hongkong, September 28, 1907.

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A FIRST-CLASS EUROPEAN HOTEL

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STRICTLY EUROPEAN MANAGEMENT.

Hotel Launch Moors all Steamers. Special Terms for Tourists and Parties or Families.

For Terms, apply to THE MANAGER & AGENT.

Hongkong, September 8, 1908.

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UNRIVALED FOR COMFORT AND CONFINEMENT

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

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PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP.

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Open to the South Winds in Summer and protected from the North-east Winds in

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islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

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Mrs. M. MATTHEW, Proprietress.

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CUISINE under European Supervision. Grills at short notice. Private Bar and

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For particulars, apply to: C. FERRIS, Manager.

Hongkong, September 24, 1907.

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No. 2, WYNDHAM STREET.

WILL BE OPENED UNDER ENTIRELY NEW MANAGEMENT

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A First-Class, Comfortable, Residential and Tourist Hotel. lofty and airy Rooms.

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For Rates, please apply to: THE MANAGERS, 'HOTEL BALTIMORE.'

D. PAUL & W. WHITE, Sole Proprietors, 2, WYNDHAM STREET.

Hongkong, August 25, 1908.

THE GRAND CARLTON HOTEL,

8 and 10, JOE HOUSE ROAD,

WILL OPEN SHORTLY.

FOR FURTHER PARTICULARS APPLY

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PORTLAND CEMENT

In Casks of 375 lbs. net, \$5.50 per Cask, ex Factory

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For Picnic, Shooting, Bathing Parties, Towing, &c.

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For the convenience of our clients the Office will also be open on Sunday from 9 to 11 a.m.

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GORDON & CO., General Managers.

Hongkong, June 1, 1908.

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POPULARITY INCREASING EVERY DAY.

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TO BE OBTAINED AT Messrs. Caldbeck, Macgregor & Co.,

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Dispensaries, Chemists and also at No. 27, Praya Road.

Sole Agents:

'THE MITSUI RUSSIAN KAISER.'

Hongkong, August 31, 1908.

1166

OLIVER

STANDARD

VISIBLE TYPEWRITER.

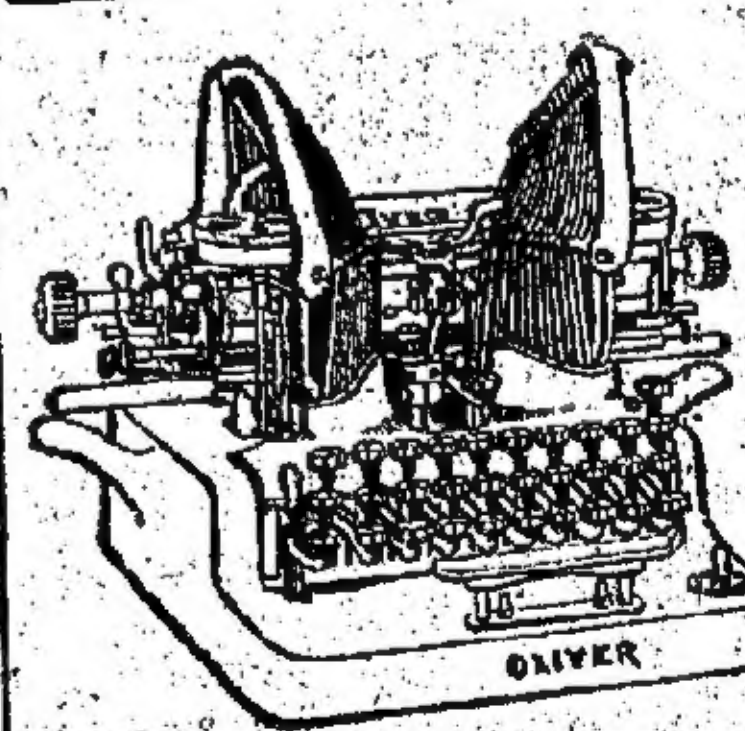
Clean, Simple, Quick, Durable.

HEAVY MANFOLDER.

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Sole Agents.



Hongkong, December 12, 1907.

139

V. O. S.

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SOLE AGENTS

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11, QUEEN'S ROAD CENTRAL.

Hongkong, 11th August, 1908.

116

Intimations.

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WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
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SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

IMPORTANT NOTICE.

I have the pleasure to inform my numerous Customers and the Public in General, that having completed 15 years since starting my Studio in Hongkong, to commemorate the happy occasion, I shall allow 20% DISCOUNT on all Photographic Work with which I may be favoured, during the period of a month, commencing from the 1st SEPTEMBER. I hope and trust my esteemed customers and the general public will not fail to take advantage of the special concession offered to them but once only in the course of a long period.

M. NUMEYA, Japanese Photographer,
Telephone No. 388, 8a, QUEEN'S ROAD CENTRAL.**WING KEE & CO.,**Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL.
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING.
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1908.

CHAMPAGNE

G.H. MUMM & Co.
REIMS

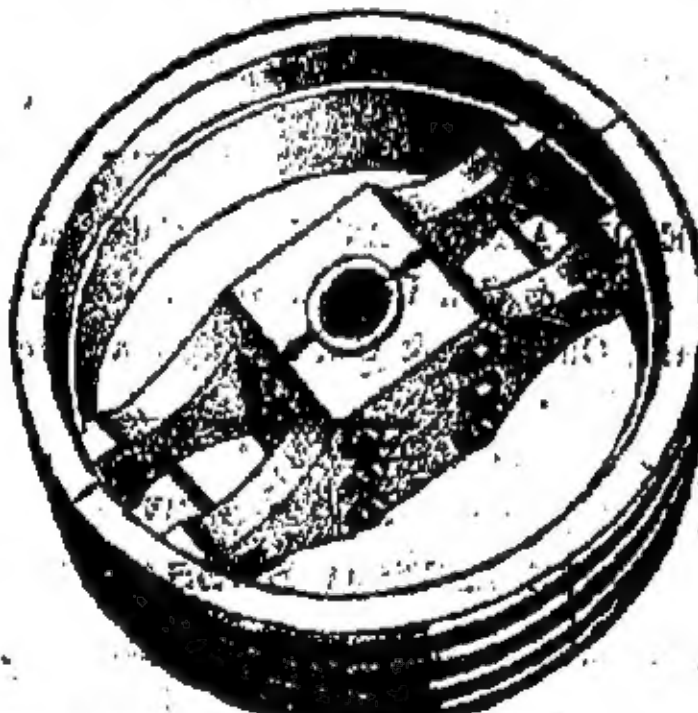
Shewen, Tomes & Co.

GENERAL AGENTS
FOR
HONG KONG, CANTON
& MACAO.

Hongkong, January 27, 1908.

**GANDY'S -
BELTING -**MADE BY THE
GANDY BELT MANUFACTURING CO.,
BRACOMBE, ENGLAND.
IS THE ONLY ORIGINAL. HOLDS THE WORLD'S RECORDS.
SEE THAT YOU GET THE GENUINE ENGLISH.

DODGE WOOD SPLIT PULLEYS.

ALL SIZES
TO FIT ALL
SIZED SHAFTS
IN STOCK.FURTHER
PARTICULARSMAY BE
HAD ON
APPLICATION
TO THE
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MELOCHERS & Co.

MOTOR LAUNCHESFOR HIRE FROM \$2 PER HOUR.
SUNRISE TO SUNSET.

TWILIGHT AND MOONLIGHT EXCURSIONS.

BLAKE PIER.

'Little Mary,' 'Blue Bell,' 'Gertie,' 'Fateema.'

WE HIRE, SELL, PURCHASE, EXCHANGE, REPAIR & PROVISION MOTOR
CARS, CYCLES, BOATS, LAUNCHES AND TYPEWRITERS.**DRAGON CYCLE DEPOT.**

33-35, DES VUEX ROAD, CENTRAL, HONGKONG.

DINNEFORD'SThe Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
 Sour Eructations, Bilious Affections.**MAGNESIA**

Intimations.

ITSU BISHI GOSHI-KWAISHA
(ITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA,
OOHI, HOJO, NAKAZUTA, SAYO,
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lieries.
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YATO, and KISHO-KOMATSU Coals.

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Codes:--AI, ABO 5th Ed., Western Union.AGENTS:--
YOKOHAMA: M. ASADA, Esq.
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For particulars, apply to

H. OISHI,
Manager,
No. 2, PRINCE STREET,
HONGKONG.
Hongkong, August 2, 1908. 816

VICTORIA RECREATION CLUB.

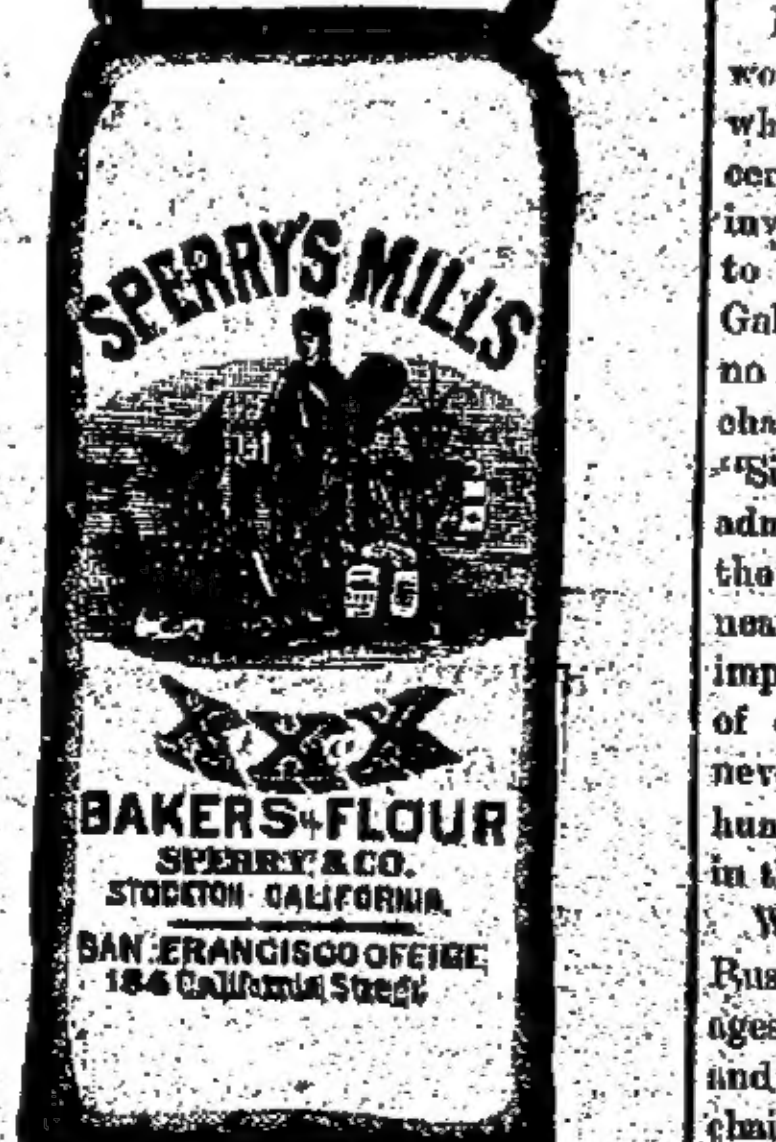
NOTICE.

THE ANNUAL GENERAL MEETING
of Members will be held in the
GYMNASIUM on WEDNESDAY, the 23rd
September, at 5.15 p.m., for the purpose
of considering and passing the Annual
Report and Statement of Accounts for
1907.FRANK LAMBERT,
Hon. Secretary.
Hongkong, September 14, 1908. 1281HONGKONG ST. ANDREW'S
SOCIETY.THE ANNUAL GENERAL MEETING
of the above Society will be held in
the CITY HALL, on FRIDAY, the 25th
instant, at 8.30 p.m., for the purpose
of receiving the Annual Report and Statement
of Accounts for the year ending 31st
August; of electing Officers for the
ensuing year, &c.DAVID WOOD,
Acting Hon. Secretary.
Hongkong, September 2, 1908. 1217

KOWLOON ORIOKET CLUB.

THE ANNUAL GENERAL MEETING
of Members will be held in the Club
Pavilion on MONDAY, the 28th Sept., at
5.15 p.m.T. CHEE,
Hon. Secretary.
Hongkong, September 16, 1908. 1286INTERNATIONAL SLEEPING
CAR & EXPRESS TRAINS
COMPANY.(THE GREAT TRANS-SIBERIAN
ROUTE TO EUROPE)HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates
of passage, etc., in connection with above.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, August 7, 1907. 1280**SPERRY'S****XXX****FLOUR**

FOR

FIFTY YEARS**THE STANDARD**

85 Cents Per Ten Pound Bag.

FOR SALE AT

LANE, CRAWFORD & Co.

Hongkong, September 3, 1908. 1218

FIFTY YEARS OF MODERN
PAINTING.Various art movements of the last fifty
years are considered in "Fifty Years of
Modern Painting," by Mr. J. E. Pythian.
The sub-title of the book, remarks the
New York Herald, is "Corot to Sargent,"
and the estimate the author gives of the
living American painter may be derived
from the fact that Sargent's "A Volle
Gondole" (Under Full Sail), which is a
portrait of Mrs. Mathies—the clock, the
sense of forward motion and the gleaming
smile suggesting this title—forms the
colored frontispiece of the volume.There is a long introduction in which the
author explains the point of view from
which the book is written and which also
leads up to the half century to which it
relates. "Perhaps," says Mr. Pythian,
"there are occasions on which sides ought
violently to be taken. Still, it has been
said that new constitutions are built up
out of the wisdom of those whose heads
have been cut off in revolutions. In the
following pages if preference be shown
and sides taken it will not be by intention
that this is done violently. Whistler shall
not be charged with throwing pots of paint
in the face of the public; Burne-Jones' art
shall not be called degenerate; Holman
Hunt shall not be dismissed as near-sight-
edly inquisitive. * * * We are like
Russell Lowell, who would not have his
pleasure limited by people who said that if
a thing were Gothic and not Greek it could
not be good."Further along the writer quotes De La
Sizanne on Ford Madox Brown, whose
painting, "The Last of England" is one
of the illustrations in the book. Madox
Brown, according to the authority quoted,
expected to gratify his countrymen by
offering them something "anti-French,
anti-Continental, absolutely original and
autonomous," and he quotes Brown as
saying, "In Paris I first formed the idea
of making pictures realistic because no
Frenchman did so." The author thinks,
however, that "we gain nothing and
lose much by indiscriminate glorifica-
tion of ourselves and depreciation of
others." Very true, and it is this broad
spirit of tolerance that gives value to his
book. There is no attempt at "smart"
criticism.The chapters deal with "The Pre-
Raphaelite Brotherhood," "The Impres-
sionists and Their Allies," "The Course
of Pre-Raphaelitism," "Painting in
France," "Painting in Other Countries,"
and "Painting in Great Britain," to which
two chapters are devoted. Much has been
made in England of the fact that Mr
Sargent and Mr. Abbey, although Ameri-
can, have become so thoroughly identified
with England that America has no right
to claim them as American painters. The
same thing has been insisted on in the case
of Whistler. Upon this point Mr. Pythian's
comment is most apt:—"The fact that
they are Americans is not merely to be
admitted, but proclaimed," he writes.
"And it may be pointed out, also that to
take them along with our own painters is
not to say that they have learned their
work here, but, on the contrary, that they
have so influenced our own art as to make
a knowledge of their connection with it in-
dispensable to its understanding." These
really are memorable words, for America's
claim upon these artists never has been
so clearly and so happily put.A book of this kind is valuable for refer-
ence, and its value for this purpose is
enhanced by the moderation of the author's
temper. Usually the writer on art holds a
brief, or seems to think he does, for certain
artists and against certain others. Yet
violence in criticism produces little of lasting
value. Thus the final outcome of Ruskin's
attack on Whistler has not been injury to
the artist but rather to the reputation of
the critic. It is Ruskin, not Whistler,
who has lost ground. So, too, drawing an
illustration from another art, Hanslick's
carnage was a failure judged by the effect
of his anti-Wagnerian diatribes. Possibly
the day will come when Ruskin will be
remembered only as the critic who was so
blind as to attack Whistler, and over his
genuine services to art in securely placing
Turner upon the pedestal where he belong-
ed may be forgotten in his attempt to drag
down Whistler from the height he had
reached.It may be interesting to recall here the
words that led to the famous trial and
what its outcome was. It was apropos of
certain pictures which Whistler, upon the
invitation of Sir Coutts Lindsay, had sent
to the Exhibition in the new Grosvenor
Gallery. "For Mr. Whistler's own sake,
no less than for the protection of the pur-
chaser," wrote Ruskin in "Fora Claydon."
"Sir Coutts Lindsay ought not to have
admitted works into the gallery in which
the ill educated conceit of the artist so
nearly approached the aspect of wilful
impudence. I have seen and heard much
of such impudence before now, but
never expected to hear a connoisseur ask
two hundred guineas for a pot of paint
in the public's face."
Whistler brought a libel suit against
Ruskin and obtained one farthing dam-
ages. He insisted on having the farthing
and wore it as a pendant to his watch
chain. The whole affair resulted upon the
critic and helped to establish Whistler's
fame.WANTED.
A FURNISHED HOUSE, on the Peak
or Lower Levels, from December,
1908, to March, 1909, or longer.
Apply
Care of 'CHINA MAIL' Office.
Hongkong, September 1, 1908. 1206

Intimations.

PUBLIC AUCTION.

GREAT AUCTION SALE**MAGNIFICENT IRISH LINENS**

(ABSOLUTELY WITHOUT RESERVE)

Will be held within the premises formerly occupied by the
MUTUAL STORES, No. 25, DES VUEX ROAD CENTRAL,
on
FRIDAY and SATURDAY next,
the 18th and 19th September, from 11 o'clock A.M. until 12.30
and will be resumed at 2.30 P.M., on each day.**MESSRS. HUGHES & HOUGH**, Auctioneers, are favoured
with instructions from Mr. J. P. Murphy, Belfast,
Ireland, to sell by Public Auction a magnificent collection of the
FINEST IRISH LINENS consisting of Irish-Linen Damask,
Irish Linen Sheetings, Irish Linen hand Embroidered Bed
Spreads, Irish Linen hand-made Shirts and Underclothing, Irish
Linen hand Embroidered Costumes, Irish-Linen hand Hem-
stitched sheets and Pillow Cases, Tray Cloths, Double Damask
Table Cloths and Serviettes, Ladies' and Gent's hand Hem-
stitched Handkerchiefs, Lace Curtains, Woolen Piece Goods,
Worsted, Indigo dye Serges, Ladies' Costumes, Turkish Towels,
Bath Robes and Sheets, &c., &c.,

ALSO A SMALL CONSIGNMENT OF

SHEFFIELD CUTLERY

(BY A WORLD-RENOVED MAKER).

The Goods will be on view on Tuesday, Wednesday and Thursday next,
from 9 a.m. until 4 p.m.
Chairs will be provided for Ladies attending the Sale.
Terms:—Prompt Clearance. Cash before delivery.**HUGHES & HOUGH,**
Auctioneers.

Hongkong, September 11, 1908. 1254

REMINGTON**TYPEWRITERS**

WITH ALL REQUISITES

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 3, 1908

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A HOUSEHOLD REMEDY FOR

All Functional Derangements of the Liver,
Temporary Congestion arising from Alco-
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or Drinking) Biliousness, Sick Headache,
Giddiness, Oppression or Feeling of Malen-
choly, Vomiting, Heartburn, Sourness of
the Stomach, or Constipation. It is a
Refreshing and Invigorating Beverage,
most invaluable to Travellers, Emigrants,
Sailors, and Residents in Tropical Climates.ENO'S "FRUIT SALT" assists the Functions of the Liver, Bowels, Kid-
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Fever, &c. There is no doubt that where it has been taken in the medical
cases of a disease, it has, in innumerable instances, prevented a serious
CAUTION:—Examine the Capsule and see that it is marked ENO'S FRUIT SALT.
Beware of cheap imitations and have the genuine form of Enos' FRUIT SALT.
Prepared only by J. C. ENO, Ltd., "FRUIT SALT" WORKS, LONDON.
Solely by J. C. ENO, Ltd., 25, Abchurch Lane, LONDON, E.C. 4.
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A HOUSE in KNOTSFORD TER-
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Hongkong, April 12, 1907. 784

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Two persons occupying one room will be charged a rate and a half only.
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SPECIAL TERMS FOR FAMILIES.

Excellent Cooking by AN CHOW, for over seventeen years chef cook with the late Mr. J. W. Osborne.
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Units may be composed from Clubs, Works, Regiments or Corps or Members of any one department.
The Committee will consist of one member from each Team.
Teams wishing to enter are requested to forward their names to the Manager of the above Hotel on or before 20th September, 1908.

FRED. E. J. BISHOP,
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Hongkong, September 2, 1908.

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A FERROCHLORIDE from Kennedy Road and Macdonnell Road.
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Electric light, hot and cold water throughout. Billiards, tennis, croquet, putting green and fine stabling for horses.
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DES VOUX ROAD
(POYTING STREET CORNER).

Hongkong, December 23, 1907.

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CONSULTING ENGINEERS AND SURVEYORS.

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Tuning and Regular
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WHISKY

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GENUINE AGE

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FLAVOUR.

PER DOZEN.....\$16.50.

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BULL DOG

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in Pints and Splits.

Rainier Beer

LIGHT, wholesome, and

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Undoubtedly the best Beer

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PARIS MODES
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THE Undersigned have been appointed
SOLE AGENTS in Hongkong and
South China for the above Company's
WEISKIES.
HARVEY'S 'SPECIAL' \$14 per Case.
BODWELL & CO.,
Hongkong, August 11, 1908.

MEMOS FOR TO-MORROW.
Auction.
11 a.m.—Auction of Magnificent Irish
Linen, &c., at No. 26, Des Vieux
Road Central, formerly occupied by
Mutual Store.

General Memoranda.

SATURDAY, September 19.—
Noon—Meeting of Douglas Steamship
Co., Ltd., at Co.'s Office.
Transfer Books of Hongkong Cotton
Spinning Weaving & Dyeing Co., Ltd.,
close from this date to 26th Sept.,
inclusive.

MONDAY, September 21.—
Goods per *Ville de la Gironde* unloaded
after this date at Noon will be subject
to rent and landing charges.
Goods per *Adria* unloaded after this
date subject to rent.

TUESDAY, September 22.—
2.30 p.m.—Auction of Japanese Ceramics
and Embroideries, &c., at Mr. Geo. P.
Lamont's Sales Room.
Goods per *Balkan* unloaded after
this date subject to rent.
Goods per *Benares* unloaded after
this date subject to rent.
Goods per *Orizaba* not cleared at 4 p.m.
on this date subject to rent.

WEDNESDAY, September 23.—
5.15 p.m.—Meeting of Victoria Recreation
Club, at Gymnasium.
5.15 p.m.—Meeting of Kowloon Cricket
Club, at Club Pavilion.

THURSDAY, September 24.—
Goods per *Prince Waldemar* unloaded
after this date subject to rent.

FRIDAY, September 25.—
5.30 p.m.—Meeting of Hongkong St.
Andrew's Society at City Hall.

SATURDAY, September 26.—
Noon—Meeting of Hongkong Cotton
Spinning Weaving & Dyeing Co., Ltd.,
at Messrs. Jardine, Matheson & Co.'s
Office.

NOTICE.

Letters relating to business should be addressed
to THE MANAGER.
Communications relating to news should be
addressed to THE EDITOR.

Correspondents must forward their names
and addresses with any communications ad-
dressed to the Editor, not for publication but
as evidence of good faith.

All letters for publication should be written
on one side of the paper only.
No anonymously signed communications shall
have already appeared in other papers will be
inserted.

Orders for extra copies of the 'CHINA MAIL'
should be sent before 11 a.m. on the day after
publication. After that hour the supply is
limited. Cash 10 cts., Credit 20 cts., per
copy.

Alterations and additions to Advertisements
on Pages 1, 2, 3, 6 and 7, should be sent to our
Office at 5 Wyndham Street not later than 11
a.m. New Advertisements should be sent to
our Office at 8, Queen's Road Central before
3 p.m.

Advertisements and Subscriptions which are
not ordered for a fixed period will be continued
until countermanded.
Telegraphic Address: Mail, Hongkong.
Telephone No. 22.

The China Mail.

HONGKONG, THURSDAY, SEPT. 17, 1908.

HARD TIMES AND POVERTY.

THIS poor we have always with us.

In some happy years they are not so

insistently forced into the glare of the

"lime-light" as in others, but in the

coming winter, if the telegrams recently

furnish any warning, they will consti-

tute the leading social problem of

the hour. Already, before the frosty

weather has set in, even before the

autumnal rains have really started

such widely separated places as

Glasgow, Norwich, Canterbury and

Manchester, have been treated to

some distressing scenes in which the

unemployed have shown a nasty dis-

position to resort to violence. They

have every right to bring their claims

to the attention of the authorities, but

violence will only injure their cause.

There is no blinking the fact that

great distress must be prevailing at

Home, especially in cities like Glas-

gow and in all the big towns where

the shipbuilding trade bulks largely

in the local labour market. Not for

many years have the shipbuilding

yards been so idle, and in consequence

many thousands of skilled mechanics

are out-of-work and have but the

gloomiest prospect to face during the

next few bitter months. But, we

venture to assert, it is not this class of

man, the skilled mechanic, the trained

assistant in the drawing-office, the man

who works with his head as well as

with his hands, that resorts to violence

in the public streets, who "boos" an

inoffensive member of the Royal

Family as he passes through the town,

breaks into the Town Hall despite

the lawful opposition of the police, or

disturbs Cathedral services—no, quite

a different man is the perpetrator of

these things. The noisiest demonstrator

at gatherings of the unemployed be-

longs to the class of unskilled labour,

unfortunately a steadily increasing

class in the old country, and many

thousands of these men are not merely

unemployed but really unemployable.

These fearless loons, to borrow the

old Scottish phrase, are the disturbers

of the public peace and unfortunately

their actions damage the cause of the

genuinely distressed workman. How

properly to deal with the unemployable

is one of the most pressing social ques-

tions of the hour: its solver will deserve

well of the whole empire. It is no new

problem either. France had it in a

most acute form in the eighteenth cen-

tury and TURKEY and MEXICO, during

the years 1764-1788, tried many schemes

to alleviate the awful distress which was

devastating their country during the

days when, as TASSER tells us in language

which deeply stirs the emotions, people

did eat grass and died off like flies.

Yet despite the preaching of ROUSSEAU

and the philosophers of his school their

benevolent schemes failed and failed

utterly. The submerged tenth, even

in that pre-industrial era, could

not be lifted from their slough because,

as in the present day, they would not

put out a hand to help themselves.

There is no larger chapter in the history

of human folly than that of the bene-

volent despots of the eighteenth cen-

tury. And to-day organised and un-

organised charity, in many of its aspects,

is merely but a continuation of that

beneficent folly. The story of modern

nations teaches that the class which

suffers must, if it wishes to break from

the house of bondage, itself seek its own

emancipation. Doles, relief works, free

meals only demoralise and pauperise,

and leave a most undesirable legacy

behind for future generations. Many

paupers have been discussed but none

have proved practical, and the loafer

brigade grows steadily larger. Mean-

while we must not close our ears to

the tales of terrible distress now rising

from all parts of the United Kingdom

nor postpone our charity until such

time as a solution of the question is

found; and though many undeserving

will doubtless usurp the places of the

deserving it is to be hoped that the

desires which has befallen such a

large number of our fellow subjects

through no fault of their own.

CATS, RATS AND PLAGUE.

THE Hongkong Sanitary Board are

going to promote the keeping of cats in

the Colony in order to fight the rats,

now so clearly known to be the

real disseminators of plague. It is a

most laudable scheme and we hope

the authorities will meet with hearty

support on every hand. Meanwhile a

further contribution to the Indian

Medical Gazette by Lieut. Colonel An-

gus BOWEN, L.M.S., on the subject

of rats, cats, and plague, contains some

curious information. The rat, he says, so

well known as the "sewage" or carrier

of the god GANESHA, or GANPATI, has a special

claim on the veneration of Hindus.

Many Hindus, however, while refusing

to participate in a rat-killing campaign,

are quite willing to keep cats. An

exception is found in the case of the

Jains, who refuse either to kill rats or

to keep cats. The furthest they are

prepared to go is to catch rats that

infest their houses and turn them loose

in a field. Where many buffaloes are

kept, cats are usually found in large

numbers, attracted by the milk. In an

epidemic of plague in Saur it was noticed

that the buffalo-keepers who also kept

cats escaped entirely; but among some

of them, the Bhowani Dheras, who are

put out of caste if a cat dies or kittens

are born in their houses, the mortality

was high. Among these, again, the

disease was confined to the dwellers in

mud-walled houses, while the more

recent arrivals who were still living in

temporary wattle huts escaped. The

explanation furnished by the Report of

the Indian Plague Commission, which we

noticed the other day, is that rats make

their nests by preference in mud walls.

One result of the plague in this village

was that some of the Bhowani Dheras

took to keeping male cats, thus avoiding

the social

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

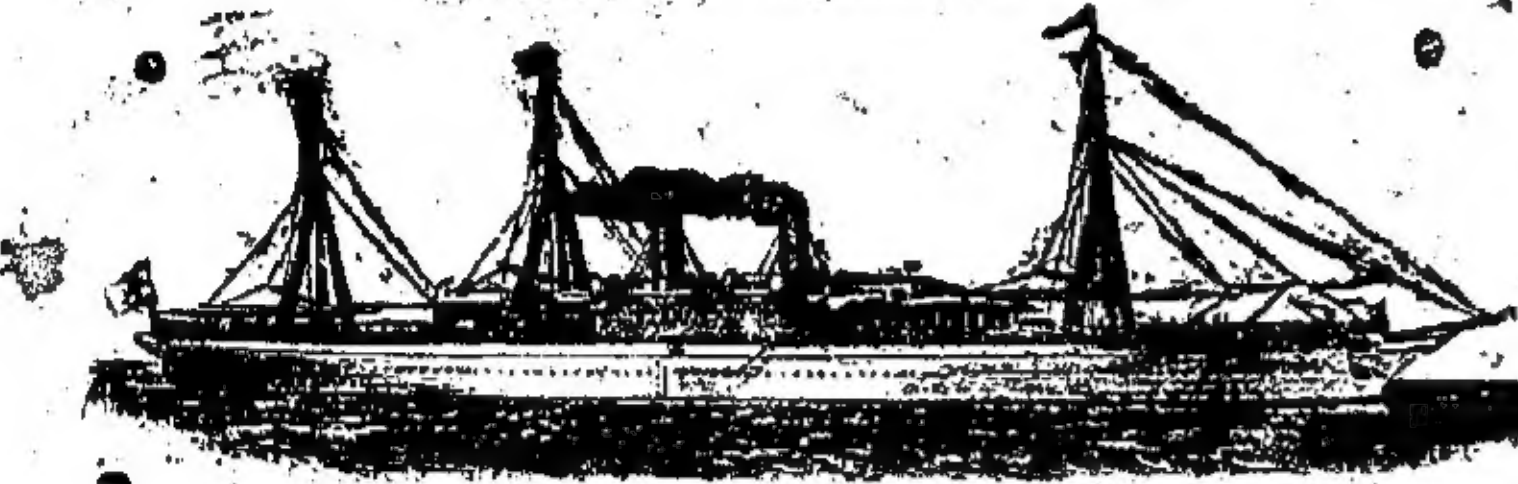
WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, via Suez, Port Said, Malta, Naples, Genoa, and Brindisi.	MAITA, Capt. H. Powell.	September 19th.	See Special Advertisement.
LONDON & ANTWERP, via Suez, Port Said, Malta, Naples, Genoa, and Brindisi.	NORSE, Capt. G. Phillips.	About 10th October.	Freight and Passengers.
SHANGHAI, MOI, KORE, SUMATRA, and YOKOHAMA.	DELTA, Capt. E. W. Bruce.	About 10th September.	Freight and Passengers.
SHANGHAI, MOI, KORE, and YOKOHAMA.	DELTA, Capt. B. W. H. Snow.	About 1st October.	Freight and Passengers.

P. & O. S. N. Co.'s Office.

F. J. ABBOTT, Acting Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 12 Days across the Pacific to the 'EMPERESS LINE' SAVING 5 to 10 DAYS OCEAN TRAVEL. 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration.)	
R.M.S.		LEAVES HONGKONG	ARRIVES VANCOUVER.
EMPERESS OF CHINA	6000 Tons	SATURDAY, Sept. 26	28.....Oct. 17.
MONTAGUE	6163 Tons	SATURDAY, Oct. 3	5.....Oct. 27.
EMPERESS OF INDIA	6000 Tons	SATURDAY, Oct. 17	19.....Nov. 7.
EMPERESS OF JAPAN	6000 Tons	SATURDAY, Nov. 7	7.....Nov. 28.
EMPERESS OF CHINA	6000 Tons	SATURDAY, Nov. 28	28.....Dec. 19.
MONTAGUE	6163 Tons	SATURDAY, Dec. 12	12.....Jan. 5, 1909.

EMPERESS' Steamers will depart from Hongkong at 4 P.M.
S.S. Montague at 12 Noon.

THE Japanese route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec, with the Company's new palatial 'EMPERESS' Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$71.10. Intermediate on Steamer, " " " \$40. " " \$48. First-class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line. R.M.S. MONTAGUE carries INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for the class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

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MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, VIA SHANGHAI.

FOR	STEAMERS	CAPTAIN	TO SAIL
SHANGHAI, KORE AND YOKOHAMA.	CALEDONIAN.	MARVIN.	Sept. 28, p.m.
MARSEILLES, via Port, ERNEST-SIMONS, GIBRALTAR, Sept. 28, at 1 p.m.			
SHANGHAI, KORE AND YOKOHAMA.	POLYNESIAN.	BROOK.	Oct. 12, p.m.
MARSEILLES, via Port, VILLE DE LA GIGOTAT.			Oct. 13, at 1 p.m.

TRANSITING on the Co.'s Steamers at Singapore for BATAVIA, at Colombo for CALCUTTA, BOMBAY and AUSTRALIA, at Port Said for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars, apply to

P. NALIN, Acting Agent, QUEEN'S BUILDING.

Hongkong, April 9, 1908.

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

KEELUNG, MOI, KORE, YOKOHAMA, SHIMIZU & YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing date, 1908.
INVERIO	4789	Jan. Boyd	22nd September.
CRAGVAR	4415	W. O. Edwards	9th October.
SUNNIBRO	6325	W. Shaw	10th November.
KUMERIC	6325	F. C. Taylor	1st December.
YEDDO	4663	G. B. McGill	22nd December.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

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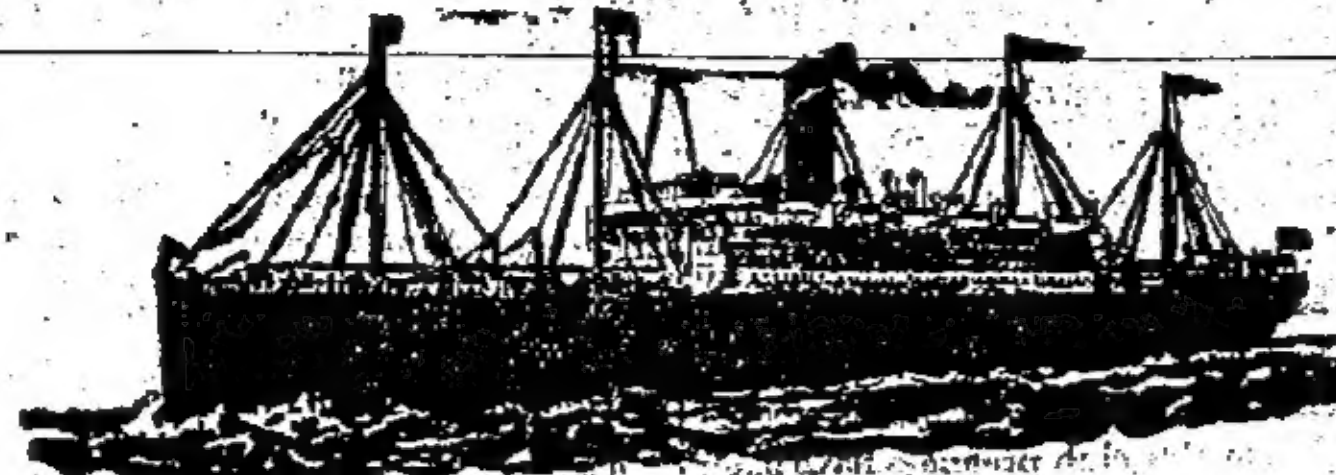
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TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES—1908
* SIBERIA, 18,000 Tons.	SATURDAY, 19th Sept., at Noon.
* CHINA, 18,000 Tons.	SATURDAY, 26th Sept., at Noon.
* MANCHURIA, 18,000 Tons.	WEDNESDAY, 30th Sept., at Noon.
* HONGKONG MARU, 11,000 Tons.	FRIDAY, 9th Oct., at Noon.
* ASIA, 9,500 Tons.	SATURDAY, 17th Oct., at Noon.
* MONGOLIA, 27,000 Tons.	SATURDAY, 24th Oct., at Daylight.
* YOKOHAMA MARU, 18,000 Tons.	TUESDAY, 3rd Nov., at Noon.
* KOREA, 18,000 Tons.	SATURDAY, 14th Nov., at Noon.
* AMERICA MARU, 11,000 Tons.	SATURDAY, 28th Nov., at Noon.

* Twin Screw, * Triple Screw Steamer, * RECORD FAST TRIPS.

Yokohama to San Francisco, 18,000 tons, KOREA, 18,000 tons, September 18-27th 1908; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, 18,000 tons, SIBERIA, 18,000 tons, August 18th-20th, 1908; 4 days, 19 hours.

San Francisco to Yokohama, 18,000 tons, SIBERIA, calling at Midway Islands and Honolulu en route, August 18th-21st, 1908, 13 days, 13 hours.

Yokohama to San Francisco, 18,000 tons, SIBERIA, 18,000 tons, Oct. 19th to 23rd, 1908; 10 days, 10 hours and 29 minutes.

THE P.M. Steamship SIBERIA will be despatched from Hongkong to SAN FRANCISCO, via KEELUNG, SHANGHAI, NAGASAKI, KORE, YOKOHAMA, SHIMIZU, YOKOHAMA and HONOLULU, on SATURDAY, the 19th September, 1908, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, King's Buildings.

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI, NINGPO & SHANGHAI.	YINGCHOW	Sept. 18, at 4 p.m.
AMOI & NINGPO.	KAIKONG	Sept. 18, at 4 p.m.
HONGHAI & HAIPHONG.	SINGAI	Sept. 20, at 10 a.m.
MANILA.	YAN	Sept. 22, at 4 p.m.
CHIEFOO & TIENHSIN.	KUANGHONG	Sept. 24, at 4 p.m.
MANILA.	TAMING	Sept. 25, at 4 p.m.
MANILA.	TAMING	Sept. 25, at 4 p.m.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, with transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FRIMLEY & PERTH.		
MANILA STEAMERS & TIENHSIN STEAMERS have superior Passenger accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.		

TAIWAN, October 10, at 4 p.m.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried.

Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—REDUCED SALOON FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 85.

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Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA.	YUENSANG	FRIDAY, Sept. 19, at 4 p.m.
TIENHSIN, via SWATOW, SHANGHAI, WEIHAIWEI, and CHEFOO.	CHIPSING	SATURDAY, Sept. 19, at Noon.
SHANGHAI.	HANGSANG	SATURDAY, Sept. 19, at Noon.
MANILA.	LOONGHANG	FRIDAY, Sept. 20, at 4 p.m.
SHANGHAI, YOKOHAMA, KORE & MOI.	KUTSANG	TUESDAY, Oct. 2, at Noon.

RETURN TOURS TO JAPAN, Occupying 24 days.

THE Steamship Kiang, Nanking and Peking leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 to 8 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Telephone No. 61.

General Managers.

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INDO-CHINA STEAM NAVIGATION CO., LD.

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FOR	STEAMERS	TO SAIL
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TIENHSIN, via SWATOW, SHANGHAI, WEIHAIWEI, and CHEFOO.	CHIPSING	SATURDAY, Sept. 19, at Noon.
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MANILA.	LOONGHANG	FRIDAY, Sept. 20, at 4 p.m.
SHANGHAI, YOKOHAMA, KORE & MOI.	KUTSANG	TUESDAY, Oct. 2, at Noon.

RETURN TOURS TO J

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
to	HONGKONG	from Colombo to	MARSEILLES (Brindisi)	PLYMOUTH (London)
COLOMBO			(Days earlier)	(1 day later)
MALTA8000	Sept. 19	INDIA8000	Oct. 19	Saturday, 1908
DEVANHA8000	Oct. 3	BRITANNIA7000	Oct. 31	Oct. 25
DELTA8000	Oct. 17	MOULTAN7000	Nov. 14	Nov. 7
ASSAYE7500	Oct. 31	CHINA8000	Nov. 28	Dec. 5
DELHI8000	Nov. 14	MOULTAN7000	Dec. 12	Dec. 19
DEVANHA8000	Nov. 28	BRITANNIA7000	Dec. 26	Jan. 2
ASSAYE7500	Dec. 12	CHINA8000	Jan. 9	Jan. 16
DELHI8000	Dec. 26	MOULTAN7000	Jan. 23	Jan. 29
DEVANHA8000	Jan. 9	BRITANNIA7000	Feb. 6	Feb. 13
ASSAYE7500	Jan. 23	CHINA8000	Feb. 20	Feb. 27

Passengers change steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting steamer from COLOMBO is arranged in Hongkong at time of booking.
In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS
WILL LEAVE FOR

LONDON,
CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
HONGKONG	LONDON	
NORE7000	Oct. 7	about 29
SUMATRA5000	Nov. 4	Dec. 20
BOMALI7000	Dec. 2	Jan. (1909) 17
SHILLA7000	Dec. 30	Feb. 14
NILE7000	Jan. (1909) 13	Feb. 28
BUNDA7000	Feb. 27	March 15
NYANZA7000	Mar. 10	March 27
MALTA6000	Feb. 24	April 10
NORE7000	Mar. 10	April 24

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
Carry 1st and 2nd Saloon Passengers.
For further particulars, Apply to
F. J. ABBOTT,
Acting Superintendent.

CHARGEURS REUNIS

FRENCH STEAMSHIP COMPANY. HEAD OFFICE PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, SINGAPORE, HONGKONG, SHANTUNG, (PEKING, TIENTSIN), KORE, YOKOHAMA, OSAKA to HONGKONG in 30 days. Passes to HONGKONG in 28 days. Unique opportunity to make a tour in North-China and Japan, with great speed, safety and comfort.

TRANS-PACIFIC: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO, Connecting with Canadian Pacific Railway. Freight to Overland. Passengers to Overland and Europe via VANCOUVER. YOKOHAMA-VANCOUVER 18 days. YOKOHAMA-LONDON & PARIS 28 days.

HOMEWARD: MEXICO, RIVER PLATE, BRAZIL, LA PALICE via Magellan Straits LIVERPOOL.

PROPOSED SAILINGS:
- **QUESSANT**.....17th Sept. = **CEYLAN**.....26th November.
- **AMIRAL CORY**.....12th Oct. = **CORSE**.....11th January.
New Twin Screw, 16,000 Tons displacement, 1st Class accommodation, splendidly equipped with single berth cabins.
Intermediate Class and Rates of Passage All Round the World Ticket by these boats.
For further particulars, apply to
F. J. ABBOTT, Acting Agent, FRENCH MAIL OFFICE.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila-Salmon service. Steers Light-Perfect - Cuisine-Superior - Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
RUBI	2540	R. W. Almond, ..	Manila	Saturday, Sept. 19, at Noon.
SAFRO	2540	R. Rodger, ..	Manila	Sept. 26, at Noon.

For Freight or Passage, apply to
Shewan, Tomes & Co.,
General Managers.

HONGKONG, NEW YORK & BOSTON

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON, via PORTS AND SUEZ CANAL.
(With liberty to call at the MALABAR COAST.)

INDRAMAYO.....21st September, at 8 p.m.
For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, August 15, 1908.

NOTICES TO CONSIGNEES

MOGUL LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
THE STEAMSHIP PATHAN.
FROM GLASSGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, Limited, at Kowloon, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent. All Claims against the Steamer must be presented to the Underwriter on or before the 14th October, 1908, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 p.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by **DODD & CO., LTD.,** Hongkong, September 15, 1908. 1261

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co.'s Steamship *Chingyan*, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 p.m., the 12th inst., will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by **JARDINE, MATHESON & CO., LTD.,** General Managers. Hongkong, September 11, 1908. 1261

NOTICE TO CONSIGNEES.
STEAMER VILLE DE LA CROIX.
COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, Limited, at Kowloon, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent. All Claims against the Steamer must be presented to the Underwriter on or before the 30th inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 11 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by **GIBB, LIVINGSTON & CO.,** Agents. Hongkong, September 15, 1908. 1263

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.
FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship *Austria*, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, Limited, at Kowloon, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent. All Claims against the Steamer must be presented to the Underwriter on or before the 21st September, 1908, or they will not be recognized. No Fire Insurance has been effected, and all Goods remaining in the Godowns after the 21st September, 1908, will be subject to rent. Bills of Lading will be countersigned by **SANDER, WILKES & CO.,** Agents. Hongkong, September 14, 1908. 1262

NOTICE TO CONSIGNEES.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMSHIP ORIENTAL.
FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, Limited, at Kowloon, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent. No Fire Insurance will be effected by me. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.
F. J. ABBOTT, Acting Superintendent, Hongkong, September 15, 1908. 1262

OLD WARSHIPS SOLD.

Certain venerable British warships were sold at auction at Sheerness a few weeks ago as a preliminary to their final extinction. The second-class battleship *Derwent*, built in 1874 at Portsmouth at a cost of £361,438, went for £21,700. She was for many years in the Channel Fleet and the Reserve Squadron. The purchaser was Thomas W. Ward of Sheffield. The *Derwent*, which had four 12-in. guns on board, is to be broken up in the United Kingdom within two years. The wooden battleship *Cambridge*, which served for many years as gunnery ship at Devonport, was purchased by the Cardiff Ship-breaking Company, Limited, for £6,900, and the same firm also bought the wooden battleship *Calcutta*, built at Bombay in 1851, for £5,075. The late Royal Naval Reserve drillship *Briton*, for many years stationed at Inverness, which was built at Devonport Dockyard as far back as 1814, was acquired by the Forth Ship-breaking Company for £1,800. The iron gunboat *Comet*, built at Portsmouth in 1871, at a cost of £11,712, was purchased by Mr. John Pas, of Holland, for £800, this being the only ship to leave the country. The 20-knot cruiser *Petrolus*, which was only completed for sea in 1896, having been built at a cost of £140,610, was, by Admiralty order, withdrawn from the sale list. No restrictions with regard to breaking-up or removal from British waters were imposed on the purchasers.

NOTICES TO CONSIGNEES.
BEN LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP *BENDORAN.*
FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, Limited, at Kowloon, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent. All Claims against the Steamer must be presented to the Underwriter on or before the 30th inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 11 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by **GIBB, LIVINGSTON & CO.,** Agents. Hongkong, September 15, 1908. 1263

PEAK TRAMWAYS COMPANY, LIMITED.
TIME TABLE.

WEEK DAYS.
1.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 8.00 p.m. Every 10 minutes.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.
SATURDAY.
Extra Cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDER STEWARTSON, Des Voeux Road Central.
JOHN D. ALEXANDER & SON, General Managers. 1261

ADVERTISEMENTS.
THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements.
Advertisements and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to our Office at 5, Wyndham Street, not later than 11 a.m. No Advertisements should be sent to our Office at 5, Queen's Road Central before 3 p.m.
THE CHINA MAIL, LD.

SIR ROBERT HART'S MEMORANDUM.
A Series of Articles on Sir ROBERT HART'S MEMORANDUM for the Improvement of China, by the late Sir ROBERT HART, Bart., is published in the CHINA MAIL, LD. at 5, Queen's Road Central. Price 50 Cents.

PREACHING THE GOSPEL IN JAPAN AND TIENTSIN.
By Prof. E. H. PARKER.
On sale at the "CHINA MAIL" Office, 5, Queen's Road Central.
Price 50 Cents.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday September 10th, 1908.
At 100 cents per Dollar Mexican.

Butcher Meat.

Best steaks & prime cut—Mei Kung Pa	18
Corried—Ham Ngan Yuk	18
Roast—Shiu	18
Breast—Ngan Lam	13
Scap—Tong Yuk	15
Steak—Ngan Yuk Pa	18
Outen Ngan Lau Steaks	28
Kamagaa—Ngan Ching	16
Butcher's Brains—Slow	per set 10
Tongue—roast—Ngan Yu	each 50
Corried—Ham Ngan Yu	58
Head—Ngan Tam	12
Heart—Ngan Sun	12
Scap—Ngan Sun	18
Feet—Ngan Kerk	each 7
Kidney—Ngan Yiu	10
Tail—Ngan Mei	17
Liver—Ngan Con	12
Tripe (undressed)—Ngan To	7

Calves Head & Feet—Ngaun-chai-tau-kak, set \$1.00
Mutton Chop—Young Fat Kwat

Leg—Young Fat	22
Shoulder—Young Fat	20
Pigs' Chittings—Chai cheng	24
Brains—Chai Kow	2
Feet—Chai Kerk	12
Pig—Chai Chai	18
Head—Chai Tau	14
Heart—Chai Sun	14
Kidney—Chai Yiu	10
Liver—Chai Con	12
Pork Chop—Chai Fat Kwat	22
Corried—Ham Chai Yuk	24
Leg—Chai Fat	24
Pig or Lamb—Chai Yiu	17
Sheep's Head and Feet—Young Fat Kerk set	6
Heart—Young Sun	each 6
Kidney—Young Yiu	10
Liver—Young Con	12
Smoking Pigs, To Order—Chai Chai	22
Beef, Best—Sung Ngan Lam	20
Mutton—Sung Young Yau	24
Veal—Ngan Chai Yuk	20
Sausage—Ngan Chai Chai	20

Poultry.

Chickens—Kai Chai	34
Capeas, Large, Small—Sin Kai	30
Ducks—Ji	18
Doves—Pan Kai	each 18
Eggs—Hue—Kai Tan	per dozen 28
Pheasants—Kai	32
Baldpate—Hoi Nam Kai	28
Geese—Ngaun	20
Geese, Wild—Hoi Yee Ngai	24
Musks—Wong Keong	each 18
Hare, Shanghai—Tu Chai	75
Partridges—Chai Kai	75
Pheasants—Shan Kai	24
Pigeons, Canton—Pak Kap	each 28
Hothens—Hoi Hoi Pak Kap	23
Quail—Um-Chun	11
Rice Birds—Wo Ya Chai	dozen 11
Snipe—Sa Chai	each 10
Turkeys—Chai Kai Kung	60
Hens—Hoi	46
Wild Ducks, S'hal—Shanghai Sal Ap	24
Tail—Sal Ap Chai	24
Wild Ducks Canton—Sung Shing Sal Ap	24

Fish.

Barbel—Ka Yu	10
Bream—Bin Yu	16
Canton Fresh Water Fish—Hoi Sin Yu	17
Carp—Hoi Yu	12
Quail—Chai Yu	12
Goldfish—Mou Yu	17
Croaker—Hoi Yu	10
Buttle Fish—Mou Yu	14
Dab—Hoi Ming Yu	18
Wong—Wong Mei Lun	12
Dog Fish—Hoi Yu	10
Kola, Oolong—Hoi Man Yu	17
Fresh water—Tun Sin Yu	17
Kola, Yellow—Wong Yu	28
Fryer—Tun Kai	32
Grouper—Sak Yu	58
Ungodon—Fak Kap Yu	13
Herring—Tun Pak Yu	23
Halibut—Chung Kwan Yu	28
Lobster—Wong Yu Yu	28
Eosoh—Wu Yu	28
Jobbers—Lung Yu	25
Macaroni—Chai Yu	16
Monk Fish—Mou Yu	24
Mullet—Chai Yu	24
Oysters—Sung Yu	20
Parrotfish—Kai Kung Yu	18
Pomfret—Tun Yu	18
Pike—Fak Yu	8
Plaice—Fak Yu	20
Redfish—Hoi Yu	22
Pomfret, White—Fak Ching	22
Pomfret, Ming Yu	18
Ray—Fak Yu	9
Rock Fish—Sak Kung Yu	18
Sardine—Chai Yu	20

Meat.

Salmon—Ma Yu Yu	the 36
Shack—Sa Yu	10
Shake—Po Yu	11
Shrimp—Ha	28
Snapper—Lap Yu	24
Sole—Tat Sa Yu	28
Tench—Wan Yu	20
Turbot—Choi Hoi Yu	24
Turtles, small, fresh water—Kerk Yu	80
White Bait—Ngan Yu Chai	1

Fruits.

Almonds—Hung Yau	in 29
Apples, (California)—Kam San Ping Khe	20
" (Chafco)—Tin Chai Ping Khe	15
" Small—Hoi Tong	7
" Outard—Fan Lai Chai	each 8
Bananas, fragrant, Canton—San Shing	11b 3
Bananas, Chinese—Kong Int	20
Carambola—Young Tuo	each 12
Cocconuts—Yeh Tuo	each 10
Lemons, China—Ning Moon	1b 6
" America—Kam San Ping Moon	5
Limes, dried—Lai Chai Small Stone	22
" Fresh—	5
Limes, (Siam)—Sal Sung Ning Moon	11
Mango, Manila—Lai Sung Moon	15
Mangosteens—San Chai Yu	per 100 \$3.00
Oranges, (China)—San Shing Tin Ching	15
Oranges Sweet	15
Pears, (American)—Kam San Ping	1b
" (China), Cooking—Sa Li	8
Peaches—Fak Sang	10
Pedemans Large—Hung Chai	8
Pine-apples, 1st quality—Shung Foon Yu	each 10
" 2nd quality—	6
Sundew—Chung-tung-pau-law	6
Plantains—Tat Chai	1b 3
Plums—Swatow Hung Lai	12
Pumelo, Siam—Chin Lo Yau	each 12
Shanghai—Lo Kwat	1b
Walnuts—Hop Tuo	15
Green—Sung Hop Tuo	11
Water Melon—(Am.) Kam San Ping Kwa	11
" (China) Sal Kwa	11
Grape—Sung Po Tai Tuo	11

Vegetables, &c.

Pine-apples, Intangualy—Shengng Poon Tai	10	花生
Faw Law	10	红柿
2nd cooking—Chung-chung-paw-law	6	本地波蘿
Plantains—Tai Ohn	1b 3	中等波
Plums—Swatow Hung Lai	—	大蕉
Pomelo, Siam—Chim Lo Yau	each 12	紅梨
Shanghai—Lo Kwat	1b	油柑
Walnuts—Hop Two	11 16	上海勞
Green—Nang Hop Two	11 11	合桃
Water Melon—(Am.) Kum San Sai Kwa	11	生瓜
(China) Sai Kwa	11	金山
Canton—Sai Kwa	11	西瓜

